

The Times-Dispatch

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SATURDAY, OCTOBER 15, 1910.

STUART SWEEPING THE FIELD.

Alexander Mullins, a highly esteemed citizen of Osborn's Gap, who has always voted the Republican ticket, says, in a letter to the Roanoke Times, "at this stage of the political game I am not a standpatter and if I live till the 8th of November I shall cast my ballot for H. C. Stuart for Congress from the old Ninth."

"I am tired of Slompism, because it is but a means of promoting Slomp, rather than looking after the welfare of the district. His most ardent supporters are to be found among the pie brigade, for these are afraid of losing their places at the pie counter. Hence their earnestness. Cannibalism, and for which Slomp stands, is the worst form that now threatens the country."

"Slomp has secured nothing for this district that benefits the common people during the three years that he has served as congressman, and it is now time that he be retired, and let a man in whose integrity I have the utmost confidence, take his stead."

Mr. Mullins is only one of hundreds of Republicans in the Ninth District who have determined to drop Slomp and vote for Stuart. The Bristol Herald-Courier says that "Stuart's triumphal march through the Ninth district continues. At every appointment, even in remote places, he is greeted by unprecedented crowds of enthusiastic voters. No such audiences have ever greeted a congressional candidate in this district, Democrat or Republican; and in every audience there are men who have always voted the Republican ticket, but who will support Mr. Stuart this fall as the best and only means of obtaining relief from the burdens that have been placed upon them."

Stuart has pressed the tariff question upon the attention of the people of his district. He has shown them how they have been robbed right and left and all the time by the iniquitous tariff policy of the Republicans, how Slomp has stood with Cannon, who has been rejected by his own party, and against whom even Slomp's own biggest friend is arrayed. In addition, Stuart has made his attitude clear towards the white men of the Ninth. He is a white man's man and his appeals have been made to the white men of his district, not for his own sake, because he is not dependent upon the office for his personal comfort, but for the sake of the poor white men of the Ninth. A negro's vote is regarded by Slomp as counting for as much as a white man's vote. What he wants is the office; it doesn't matter to him by whose votes he shall get it. He has had it for three years and has at no time made anything out of it for the benefit of the people. The people are tired of Slomp.

THE VALUE OF GOOD ROADS.

Alabama is agitating very successfully and enthusiastically the question of good roads. For a part of this week the Alabama Good Roads Association has been in session at Birmingham, and powerful interest has been manifested in this far-reaching reform. President John Craft has some very good things to say in his opening address and one of these was:

"The vigor of the State lies in its industrial vitality and the great arteries through which the life blood of the Commonwealth must course are its highways. Therefore, I believe it to be our bounden duty to labor to have the great thoroughfares well paved and in the healthiest manner possible. By having a permanent and thorough construction of roads, distance will be shortened, time will no longer be measured by hours. The time of travel will be lessened so that the farmer who lives twenty-five miles from the nearest steamboat landing, railroad station, or the city, will be enabled to bring his products to the place of shipment and return between sunrise and nightfall."

"The farmer deserves better highways. It is he who digs from the soil the precious gold represented by the products of his labor. He cannot be prosperous if the hauling cost is 25 cents per ton per mile when it should be 8 or 10 cents."

There is the gist of the matter. It is in the cost of transportation that the farmer sustains his greatest loss. That loss is equivalent to a most extravagant waste.

Alabama furnishes a striking illustration of this. It is estimated that the cotton crop of that State this year will amount to 1,150,000 bales.

To transport this crop over good roads, reckoning the average haul from the farm to the shipping point at 8 miles, will be at the rate of 16 cents per mile, a fair figure, equal to \$184,000.

To transport this crop over the present bad roads will cost now 25 cents per ton per mile, which is equivalent to 50 cents per bale for eight miles, making a net loss of 34 cents per bale on cotton. By the failure to construct and have good roads, therefore, the loss and the waste each year on the cotton crop by using bad roads amounts to \$510,000 in Alabama alone. It is a splendid investment in mud, yielding a fine dividend of like material.

Take another product; cotton seed,

a valuable by-product of cotton. The crop in Alabama annually is 750,000 tons. The average haul is over eight miles of miserable earthy roads, at a cost of 25 cents per ton per mile, or \$2 per ton for the entire 8 miles, a total cost of \$1,500,000.

Haul this seed over good roads and watch the difference in cost. The same load can be hauled the same distance over improved thoroughfares for \$600,000, an annual saving of \$900,000. These figures speak for themselves. It is better to invest in good roads than in deep mud. It must be remembered that the saving in transportation is not the only saving—for there are many other considerations, such as wear and tear and convenience and economy of time and labor.

WONT HURT GAYNOR.

John Purvey Mitchell, who was Acting Mayor of New York during Mayor Gaynor's illness, has come to an open breach with the Mayor because the Mayor charged Mitchell with having trumped up, for the purpose of "scandal and sensation" in a "sensational newspaper office," charges against a number of places at which gambling was said to be done, and also charges against the Police Force for neglect in dealing with gambling and other vices. One of the places raided, or placed under suspicion, by Mitchell's orders, was a United States Government building. In Mayor Gaynor's opinion this was a very outrageous thing for Mitchell to have done and the Mayor apologized for it. Mitchell denies that his prosecutions or raids were undertaken at the suggestion of any newspaper, but were based upon complaints that had been made to his office and that had been verified by his own investigation. He says that Mayor Gaynor's charge against him in this matter "is a deliberate lie—1-e—lie that any of the addresses which I sent to the Police Commissioner were not based on complaints received at my office through the mails."

It is said that there is now to be war to the knife, and the knife to the hilt, between Mayor Gaynor and former Acting Mayor Mitchell, that the whole administration of Gaynor is to be ruined by this young man; but it would require something more than the accusations of Mitchell and his newspaper and political allies to make the people of the country believe that Mayor Gaynor has any other object in view than good government for New York City.

TWO "BAD" CORPORATIONS.

Two "bad" corporations have been discovered. One of them is the Pullman Car Trust, which has confessed its inability to furnish a special train, or even a special car, for the use of the Colonel on his stumping tour through New York State. The other "bad" corporation is the street car company of Danville, Illinois. On Thursday, after setting the woods in Indiana on fire for Beveridge, he crossed over into Illinois, the adopted State of that greatest living North Carolinian, the Hon. Joseph G. Cannon, and at Old Joe's home town ran up against the street car monopoly; but as usual he came off conqueror. The story is told in the New York Globe, an untrustworthy Stimson organ, about this desperate and infamous attempt of the corporation to drown him out.

In Danville the Colonel was introduced by the mayor. Just as the Colonel was beginning to speak a street car belonging to the line once owned by Uncle Joe and his brother ran through the crowd right in front of where he was trying to speak.

"Gentlemen," shouted the Colonel, "I can't speak against the hum of industry."

The crowd yelled to the motorman, "Get out of the way; get out of the way." But the motorman paid no attention, and kept trying to jam the car through the crowds of people.

"Get out of the way," yelled the Colonel. "Confound it, they've no business to put it there. I've only got a few minutes. That really is an outrage."

The car finally halted and was quiet, and the Colonel observed while the crowd yelled and applauded.

"Gentlemen, even in Danville you have some people who haven't got any sense."

It doesn't matter what the Colonel said—that is what he did; and the street car people will have to suffer for their disregard of the amenities of polite politics. It will not hurt, however, to remark briefly that, after he had stopped the car, he spoke a few words of greeting and dwelt on the importance of honesty in public life; a very important subject, we should say, upon which the people of Illinois need primary instruction. This is only by the way—much of the significance of the two incidents we have noted would be lost should we refrain from holding up the Pullmans and the Danville street railway to the scorn and contumely of the world for daring to impede the progress of this "agent of destruction," as he has been described happily by Governor Dix, of New York. "Agent of destruction!" Well, we should say he was, destruction of all the enemies of society, of the sleeping car people who have no cars for him and of the Danville line which hasn't got any sense. It may be that the Pullman people have all their regular cars in service; but why couldn't they borrow one from the Pennsylvania Railroad, which has already laid up something like \$150,000 in heaven and which had no end of cars a few years ago for almost any old trip the Colonel wanted to make? If it wished to be nice about it, the Pullman Company might have taken one of the private cars of one of its superintendents, or, being a "practical" concern it might have borrowed "My Dear Harriman's" old car for use on this impressive occasion when the crooks are running to cover everywhere. As for the motorman and conductor on the Danville

street car, who can doubt that they were in the pay of Speaker Cannon or one of the many Oetopuses in which the Progressive West abounds? Ordinarily, we should say that the motorman was only trying to "make his schedule," but what's a street car schedule if it can't be changed to meet the imperious requirements of a strenuous age? It doesn't make the least difference what may be said in defense of these callit corporations; they are discovered at last—two "bad" corporations without a single thought of the good of the public, and if Bonaparte (Charles J.) were only in power now he would proceed against them on the ground that they are operated in restraint of trade.

CAUGHT WITH THE GOODS.

Loeb is making the Custom House at New York a terror to all the smugglers. In the last few weeks he has caught the Adriances and the Morgenthaus and the Rollinses and a battalion of other swindlers who tried to cheat the Government with their personal belongings, and he has now gone after the smugglers who are engaged in so-called legitimate business.

On Thursday, in New York, the entire establishment of the Duveen Brothers, known all over the world as an emporium of art and antiques, was seized by Loeb's officers, charged with conspiracy to defraud the Government out of customs dues. Only one brother of the firm was in the city, but he was placed under \$50,000 bail for his appearance. When the Cunard Liner Lusitania reached port, another brother of the firm was arrested aboardship, taken off by a Revenue Cutter and hurried to the Federal Building for arraignment and placed under bond of \$75,000 for his appearance. It is claimed that more than a vanload of "suspect" goods were found in the establishment, and it is said by District Attorney Henry A. Wise that the frauds against the customs committed by this establishment will reach at least a million dollars.

It is further claimed that this concern has been defrauding the Government for years out of customs dues, works of art and antique furniture being imported from abroad by means of false consular invoices. This is one of the most important cases, and one of the most unusual as well, that has yet been made by the customs authorities in New York. Of course the charges that have been made against this house will be thoroughly investigated, and the accused are entitled to the presumption of innocence until they are convicted, but the customs authorities and the legal representatives of the Government appear to be confident that they have made no mistake. If this case shall be prosecuted successfully, it is not unlikely that this new field will be cultivated by the agents of the Government. Doubtless a vast deal of smuggling is done in New York among dealers, many dealers in that town, as the activities of the commissioner of weights and measures has recently demonstrated, regarding it as wholly legitimate for them to cheat the public whenever the public permits itself to be cheated. It is a remarkable thing that none of these crooks was cinched until after their most desperate enemy had been retired from the service of the public.

AGAINST MAN SUFFRAGE.

Lillian Russell has committed herself to "Absolute suffrage for women and the withdrawal of the power and the reins of government from man's hand"—"the consummation of suffrage for women and the abolishment of the male vote." She is willing that the men should work for the women, which would be a somewhat unusual experience for a large number of them, and fight for them, if necessary. Lillian, we are with you, in a sense; but before putting the plan into general effect, don't you think it would be as well to select some districts for experimental purposes? There is the Second District of Virginia, for example, where it might be "tried on"; we do not suppose that the women could have done worse than the men in this district, and if it should work out there all right it might very well be extended into many other congressional districts in the two Carolinas, Mississippi and Kansas. It can be proved that a majority of the men voters in the United States are not worthy of the suffrage. A tree should be judged by its fruit.

BY WAY OF GENERAL DENIAL.

Without exception, our contemporaries who have been advocating the four proposed amendments to the Virginia Constitution have joined in the chorus, "Don't distrust the people," when referring to the proposed amendments relating to the election of commissioners of the revenue and treasury. Their common cry, their chief demagogic appeal, is that because the present Constitution allows treasurers but two successive terms and prohibits commissioners of revenue, when elected by the people, from having more than one term, the people are not "trusted" and the people's liberty of choice and right to decide for themselves is taken away from them. On this single point, some of our contemporaries who are shouting for these changes in our organic law are raving and working themselves into a perfect lather.

We deny that the present Constitutional inhibitions on these officers are based on distrust of the people. They were enacted in the interest of the people and for the sake of good government. They deprive the people of no liberty of any description.

If it is the will of the governed that limitations be placed upon the power of the governed, who can say that such limitations are distrustful of the governed? The people have the inherent

power to govern; but from time immemorial it has been found necessary for the people to put some bridle upon their desires. The Constitution of Virginia is a limitation upon the power of the people—a written declaration of their will that they will limit their actions and opinions by expressing them through representatives.

To say that a treasurer cannot have more than two successive terms and that a commissioner of the revenue shall serve but one term when elected by the people—these mandates of the Constitution are not in derogation of the authority of the people, but were made, in fact, by the people.

Why is any limitation put on the power of the people anywhere to do what they please at any time? Why not elect the treasurers and the commissioners for life? Why not elect the governor for life? Why not elect the delegates and senators to serve terms limited only by death?

Yet if any man came forward with the serious suggestion that the Constitution of Virginia be changed so as to extend life tenure to these officers, he would be denounced by the very people who are now contending for the unlimited election of treasurers and commissioners of the revenue. They would declare that it was undemocratic, that it was against the principles of good government, that it was tyrannical and despotic and dangerous, menacing the liberties of the people, tending toward the centralization of power and the establishment of a monarchy or dynasty.

Herein lies the inconsistency of the defenders of these changes in the Constitution. They cry out about distrust of the people, and yet they realize that there are many instances where the people have a perfect right to limit their own powers and limit the tenure of certain officers.

Trust the people! Of course we trust the people. In writing these limitations into the final expression of their combined will in 1902 they followed the same principle which their fathers did in the first Virginia Constitution and, indeed, in the national Constitution. The Virginia people know what they are about, and they will not listen to the cheap cries of the office-holders and their supporters.

CINCHING THE CROOKS.

The World suggests that the Administration could not do better than to employ George H. Earle, of Philadelphia, as special counsel in the sugar trust cases, and it is hoped that Mr. Taft will catch on. Mr. Earle, it is understood, is quite ready to serve the Government without compensation, and the recent contributions he has made upon the subject of the sugar trust shows that he is more familiar with the subject than anyone else. He knows the business through and through, and it was due largely to his efforts that this gigantic criminal corporation was brought to terms.

Speaking of the cinching of the crooks, Earle appears to be the man who can do it. The public is familiar with the evidence he has collected and the public would like to see him employed in the work of filling the penitentiaries. As General Grant said, or ought to have said, at the time of the whiskey cases many years ago, the safe policy for Mr. Taft to pursue is "let no guilty man escape."

OUR MANUFACTURED EXPORTS.

According to information given out in Washington, for the first time in the history of this country, our manufactures "constitute more than one-half of the country's total exports." For the first eight months of this year it is stated that manufactures amounted to 52 per cent. of the total exports in value, as against 48 per cent. last year and 44 per cent. two years ago. The value of manufactures exported from January 1 to August 1 of this year averaged for each business day more than \$2,500,000, the total for that time reaching \$542,750,000.

Statistics show that the gain in the exportation of manufactured products has been gradual but steady through the years. There are doubtless many reasons for this. One of them is, perhaps, the growing demand for grain here at home, a demand which is shutting off a considerable proportion of grain exportation.

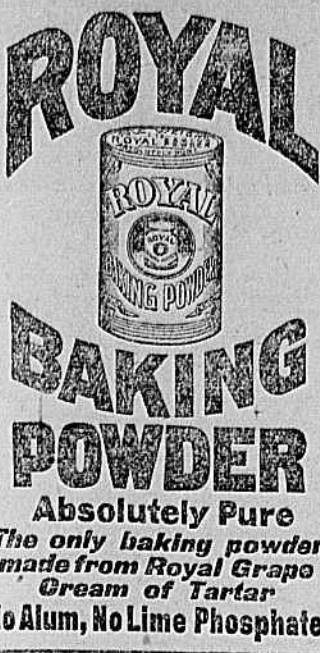
The moral of this increase in the exportation of manufactured products is that the demand for excessive protection of American industries is now factitious. There are now many industries that have ceased to be poor and struggling which are competing with foreign manufacturers all over the world. The necessity for the sort of protection which we now have for many of the industries contributing to this splendid exportation of manufactures has ceased to exist. To a great degree the justification for any protective tariff is removed.

THE ISSUE IN NEW YORK.

Lloyd Griscom, who is taking himself very seriously these days, screams that "a vote against Stimson is a vote for a Democratic President in 1912," to which the World replies: "Not necessarily. A vote against Mr. Stimson is a vote against Theodore Roosevelt for President in 1912." Which is an entirely different thing, as even Griscom ought to see. That, at any rate, is the view the people of New York are taking generally. Besides, wouldn't it be a really good thing for the country to have a Democratic President in 1912?

THE CHURCH OR THE CAR?

Circuit Court No. 2 in Baltimore has dismissed with costs the suit of the Vestry of St. Bartholomew's Protestant Episcopal Church in that town to restrain Walter Scott from maintaining a garage and a gasoline tank on a lot



adjacent to the Rectory of the Church. The Vestry claimed that the Scott establishment was a nuisance—that any garage which was near a church would be a nuisance, but the Court has determined otherwise. The people with automobiles and garages and gasoline tanks, and things of that sort, must be taken care of. What's one church more or less and the comfort and convenience of religious congregations weighed in the balance with the automobile? It is true that the Church is a far older establishment than the automobile, but this is a progressive age, and it would be taking a step backward for the courts of law to interfere in any way with the fortunate possessors of machines who must have the open air.

LOOKING TO MCLAN.

The trend in Connecticut is said to be towards McLean in the Senatorial race. Up to last Wednesday evening, but not including the caucuses held Wednesday night, in 23 Senatorial districts and 66 towns, 23 Senatorial and 55 representative nominations had been made by the Republicans. Seventy-four of the delegates or representatives elected up to that time were for McLean and 34 were for Bulkeley. The Senate and House of Connecticut together contain 233 members, and more than one-third of this number has already been pledged to McLean, with other McLean districts and towns to be heard from.

This is one of the most encouraging signs we have observed among the Republicans in any of the States. Of course Connecticut should be represented in Washington by a Democratic Senator, but if a Republican must be elected it would be to the interest of that State and the country if a Republican of the McLean rather than of the Bulkeley type should be chosen. The only objection to McLean that can be made is that he is a Republican. Outside of his politics, which are damnable, he is a clean, high, able fellow and would be an honor to his State and to the first House of the greatest legislative assembly in the world.

The Hon. Charles P. Light has sent to The Times-Dispatch two dollars for the relief of "Uncle Ransell," J. E. B. Stuart's old body-servant. This gift is made in the name of the late George Boyd Harlan, Esq., the father of Mrs. Light, and W. Hunter Harlan, her uncle, both of whom served under Stuart until his death, and then under Fitzhugh Lee. Stuart's first cavalry engagement was fought July 2, 1861, about one mile from the place where Mr. Light was born and raised. The Harlans were unreconstructed Presbyterians "Rebel" Elders, tried and true, and the little gift now made in their name to the faithful servant of their old cavalry commander will be appreciated by him, we are sure, as it is by The Times-Dispatch.

Five or six years ago the Montgomery Advertiser started out for 100,000 people in Montgomery in 1910. The census figures just published show that it has a population of 33,136, a gain of 25.7 per cent. in the last decade; but from the way they are doing things in Montgomery one would think that there were about a million people there. We can only account for the difference between expectation and realization by the fact that Victor Hanson has gone over to Birmingham.

Have you ever thought about how much pleasure men and women get out of their illnesses? There is no subject that lends itself to interesting conversation with so many startling exaggerations. Nobody ever had anything that there was not some friend present who had not had it a great deal worse, and the narrow escapes from death that men have contributed immensely to the pleasures of life.

Our esteemed fellow-citizen, Frank Jay Gould, is reported to have leased Abbotsford, the home of Sir Walter Scott, near Melrose Abbey, for a few months. There are a good many little views about Abbotsford which will remind Mr. Gould of Virginia.

A company has been organized to build a hotel at Wrightsville Beach, North Carolina, and it is said that they think of calling it "Atlantis." Better call it "The James River," the head-spring of the Atlantic.

After waiting for several days for somebody else to say it, and finding that all are dumb as oysters in the presence of the can-opener, we make bold to observe that the Colonel is a bird. But, as everybody knows, there are birds, and birds; birds of song and the Turkish tile of pride held by birds of prey.

Daily Queries and Answers

Address all communications for this column to Query Editor, Times-Dispatch. No mathematical problems will be solved, no coins or stamps valued and no dealers' names will be given.

New Jersey-Congressional Boundary.

Please state how the boundary between New Jersey and Pennsylvania was established and how the Delaware River islands were divided.

P. M. The eastern boundary of Pennsylvania is determined by the Delaware River, and was at no time open to dispute. It was confirmed as the boundary between Pennsylvania and New Jersey by an act of September 20, 1862. This act also ratified an agreement made by George Ryan, George Gray and William Bingham for Pennsylvania, and Abraham Clark, Joseph Wood and John H. T. Henderson for New Jersey, commissioners for the two States, to settle the jurisdiction of the islands in the Delaware. They were assigned to Pennsylvania, and the islands were divided as follows: Windmill, League, Mud or Foot, Hog and Little Tinicum islands were assigned to Pennsylvania, and the islands of Red Bank, and the islands attached to New Jersey. It was also agreed that the Delaware River should be a public highway with equal jurisdiction between the shores of the two States. In 1756, the islands were distributed among the counties bordering on the river.

Curtis's Aeroplane Records.

Kindly state what flights Aviator Curtis has made to gain him such prominence, to make possible to him "fame" he imposed upon the public last week. H. G. Along the leading records of the world, Curtis is July 4, 1908, in his aeroplane "June Bug," at Hammondsport, 3,900 feet in 1 minute 42 seconds, winning "Scientific American" prize of \$2,500. August 26, 1909, at Rheims, won Gordon Bennett cup, distance, 124 miles, 15 minutes 56 seconds; New York-Albany, Oct. 29, 1910, new 131 miles, 1 hour 32, and at Atlantic City, July 11, 1910, 50 miles in 1.15.

"To Wave the Bloody Shirt."

Please tell me the origin of "to wave the bloody shirt." W. M. "To wave the bloody shirt" means to keep up a quarrel, to parade the animosities engendered by the Civil War in the United States. This was a current phrase during the decade following the War of 1861-5. By some it is derived

from an old Corsican custom of hanging a murdered man's blood-stained shirt above his head before burial. His friends and relatives, excitedly calling down curses upon his enemies. Another version, however, traces the origin to a massacre at Glenfing, in Scotland, when some 220 widows, each bearing on their heads a bloody shirt of her husband, rode to Stirling Tower, the sight so rousing the people that a revenge was inflicted upon their enemies.

"The Flying Dutchman."

What is the story of "The Flying Dutchman" and the origin of it? "The Flying Dutchman" is the name given by sailors to a phantom ship, supposed to cruise in stormy weather off the Cape of Good Hope, according to tradition a Dutch captain, bound home from the Indies, met with long-continued head winds and heavy weather on this Cape and refused to put back, as he was advised to do, swearing a very profane oath that he would beat round the Cape of Good Hope until the day of judgment. He was taken at his word and doomed to beat against the wind all his days. His sails are believed to have become threadbare and his ship's sides white with age, and himself and crew reduced almost to skeletons. He cannot leave to go to lower a boat, but sometimes sails vessels through his trumpet and requests them to take letters home for him. The superstition has its origin, probably, in the looming or apparent suspension in air of some ships out of sight, a phenomenon sometimes witnessed at sea, and caused by unequal refraction in the lower strata of the atmosphere.

Illiteracy of Nations.

Please state how the various nations compare in illiteracy. R. S. The following are the percentages of the population that are illiterate: Roumania, 80 per cent.; Bulgaria, 65 per cent.; the Republic of Armenia, 60 per cent.; Spain, 63 per cent.; Austria, 35 per cent.; Belgium, 15 per cent.; Holland, 10 per cent.; United States (whites), 8 per cent.; Italy, 48 per cent. of the present population, and 25 per cent. of the population of 1900. In Sweden, Denmark and Bavaria, Wurttemberg, Saxony, only rarely a person cannot write.

PRINCE YPSILANTI ARRIVES IN AMERICA

BY LA MARQUESE DE FONTENOY.

PRINCE YPSILANTI, who arrived with the princess in New York yesterday from Europe, is the son of the international ballooning competition at St. Louis, is descended from one of the leaders of the Greek War of Independence, who, when the war broke out, he fled to England, where he served in this country through several towns, notably in Michigan, being named for him.

Princess Ypsilanti, who was for many years Greek envoy at Vienna. He died very suddenly, immediately after having resigned his diplomatic office in consequence of a functional disorder in which he was involved. He is generally believed to have committed suicide. Some weeks after his death his wife, who was a Greek noblewoman, one of the four daughters of the multimillionaire Greco-Jewish banker, financier and railroad contractor, Baron Simon Sina, she had inherited as her portion a fortune of \$25,000,000. Of her sisters, one married Frederick Mavrocordatos, who was for a time Greek minister at Paris, and another, the wife of the Duc de Castries, brother of La Maréchale MacMahon. When the Duc de Castries died, his widow married an English nobleman, and the Duc de Castries' French dual house of that name, who had been the private secretary and alter ego of Marshal MacMahon throughout the term of his presidency of the French Republic. The viscount and the duchess are devoted to the turf, and maintain one of the finest and most successful racing stables in France.

A sister of the Prince Ypsilanti who is now visiting America, is the wife of Prince Philip Hohenlohe Schillingen, first Prince of the great soil and of the old Prince Chlodwig Hohenlohe, who was in turn prime minister of Bavaria, German ambassador in Paris, Governor-General of Alsace-Lorraine and a member of the empire and the posthumous publication of whose diaries by his younger son, Prince Alexander, created so great a sensation three years ago.

The Ypsilantis hall from Trebizond, are of Greek origin, and played a very important role in the closing years of the Byzantine empire. One of the Ypsilanti being on record as having in 1390 married the daughter of Emperor Manuel III. at Constantinople, being invested by the Emperor with the title of grand master of the palace, which in those days was equivalent to the post of the Grand Vizier.

Princess Ypsilanti, after her capture by the Turks, they managed to win the good will of the various Sultans, filling the offices of physician-in-chief, of Grand Dragoman, or chief interpreter to the Sublime Porte, and of governor of the Christian provinces of Turkey in Europe. As provincial governors they were permitted to style themselves "Pasha," and the title of Pasha, which was restricted to followers of the Prophet, was given to the Ypsilantis by the Prince of Wallachia and of Moldavia during the last twenty years of the eighteenth century, and no one of his time, the highest empire of the Ottoman Empire, was more distinguished than the Ypsilantis. His son Constantine was also Prince or Governor of Moldavia and Wallachia, and it was his son Alexander who was elected by the Greek nation as their leader, and who first raised the standard of the Cross against the Crescent, in their war of independence against the Turks. His brothers, George, Nicholas and Gregory all took part in this war under his orders, their names being identified with one or another of the battles of that struggle, and the prince who has just arrived, and who is so much interested in ballooning, is a grandson of Prince Gregory.

Of course, strictly speaking, the Ypsilantis of to-day have no right whatsoever to the title of prince, for in the first place, all nobiliary titles have not only been abolished by the Constitution of Greece, but their use has even been forbidden under all sorts of pains and penalties. The Ypsilantis empire, however, recognized as princes by the Holy Roman Empire, nor were their titles as such confirmed by any European monarch; while the Turkish title of prince held by some of their ancestors, was merely said to his brother, "George, did you see the dead body?" "Yes," was the answer, "and then they dug into their chests and proceeded on their journey together without another word." (Copyright, 1910, by the Brentwood Company.)

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